



MEETING RECAP

VISION 2050 SAN ANTONIO INTERNATIONAL AIRPORT MASTER PLAN

TECHNICAL ADVISORY COMMITTEE

Date: Tuesday, February 23, 2010

Location: TriPoint YMCA

Subject: Vision 2050 San Antonio International Airport Master Plan

The meeting was convened at: 9:30am

Attendees:

Technical Advisory Committee members:

Renee Alton, Unison Maximus
Dan Gallagher, City of San Antonio Planning Department
Diana Glawe, U.S. Green Building Council Central Texas
Bill Gold, Enterprise Rent-a-Car
Danny Jones, Port San Antonio
Steve Juricek, Federal Aviation Administration
Jimmy LeFlore, Public Art San Antonio
David Martinez, San Antonio Fire Department
Ali Nasser, San Antonio Taxis
Kelley Neumann, San Antonio Water System
Nina Nixon-Mendez, City of San Antonio
Tim O'Krongley, City of San Antonio Aviation Department
Chuck Ramirez, Artist
Albert Raymond, Port San Antonio
Mike Sawaya, City of San Antonio Convention
Steven Smeltzer, AACOG
Gil Vargas, Port San Antonio
Leo Vasquez, Transportation Security Administration
Guillermo Villalobos, Federal Aviation Administration
Loren Wood, City of San Antonio Airport Advisory Committee

Representing the San Antonio International Airport:



Barbara Prossen, Community Relations
Richard Johnson, Public Relations Director
Kimberly Coleman, Contracts Coordinator

Representing the project team:

Larry Bauman, AECOM
Elliott Lindgren, AECOM
Holland Young, Jacobs Consultancy
Julie Gueho, Jacobs Consultancy
Michael Gallis, Gallis and Associates
Stephen Van Beek, Eno Transportation Foundation
Stuart Hoevelman, Sunland Group
Brian Nasky, Sunland Group
Will Ellis, KGBTexas
Chloe Ochse, KGBTexas

Introduction:

1. Larry Bauman opened the meeting, thanked the committee members for their participation and introduced Frank Miller, Aviation Director for the City of San Antonio.
2. Committee members went around the room and introduced themselves.
3. Larry Bauman, project manager for AECOM, presented the meeting agenda:
 - The aviation industry and SAT's place within it
 - Policy trends and the implications for SAT
 - Financial and operational benchmarking
 - Development constraints and opportunities
 - Facility requirements
 - Goals and objectives
 - Use of goals and objectives in alternatives evaluation
 - Conclusions and next steps
4. The project team delivered a power point that is available on the project web site: www.sanantonio.gov/aviation

Round table discussion:



Following the presentation, committee members offered the following observations and questions regarding San Antonio International Airport and the Vision 2050 Master Plan.

- Will the current 2,300 acre airport site be sufficient to meet the needs of the 2030 airport master plan without expansion
 - Yes.
- Does the 2030 airport master plan indicate a need for the runways to extend past 8,500 feet?
 - Yes, 10,000 feet for international passenger service and long haul air cargo service
- Which runways are being considered for the expansion?
 - We brainstormed all three and the runways 12-30s are too constrained by U.S. 281 and Wetmore Road, runway 3-21 can extend to the north. We are considering the runways 12-30s at 8,500 feet and runway 3-21 at 10,000 feet.
 - We are generating multiple airfield alternatives and will cull those down to find the best ones to present as final recommendations.
- Why are floodplains a constraint for adding or expanding additional runways?
 - This could cause the runway to flood or impact downstream flooding.
- Did you consider runway dependencies in your modeling?
 - Yes, we're also considering de-coupling the intersection of runways 12R-30L and 3-21.
- Were future operations per hour computed?
 - Yes and we can share with the FAA.
- What are the planned phases for implementing the proposed runway development?
 - Not there yet but it will be based on planning activity levels (PALs) instead of specific future years.
- The previous airport master plan indicated that an 8,500-foot runway would be all that this site would need. What information did you find to alter that recommendation?
 - We based the need for a 10,000-foot runway on stage length required to provide direct service to Europe and on the assumption that the controlling aircraft demand will manifest itself over the 20-year timeframe.



- Are you considering a need to accommodate larger aircraft for international flights?
 - Yes, we will lay out all alternatives before you at the next meeting.
- Did you include FAA in discussions on reduced separations?
 - Yes, we involved local ATC, but we're not over-studying this element in the master plan
- TRACON issue – did you consider the age of ASR-9 radar serving regional airports and how that could limit capacity?
 - We don't currently have a detailed airspace study in the airport master plan but we can check on the radar coverage issue and get back to you. The forecast demand doesn't push the limits of the capacity of the current Nav aids.

Conclusion:

Larry Bauman discussed the project's next steps, to include completing the solutions effort to identify development alternatives through 2030 and examining the financial aspects of future development.

The next round of committee meetings will be held in April or May, with the final committee meetings scheduled for November or December. The master plan analysis will be complete by the end of 2010. Committee members may email additional questions and comments to Vision2050@kgbtexas.com.